varying from 100 to 200 per cent is being accepted by the administration for allotment of STD/ISD/PCO booths at various railway stations;

(b) whether it is also a fact that no fixed percentage of commission has been prescribed to be recovered from STD/ISD/PCO booth contractors; and

(c) if so, the details and reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BASANAGOUDA R. PATIL): (a) to (c) As per extant guidelines, for allotment of STD/ISD/PCO booths at Railway stations, two packet tendering system is to be adopted only at 'A', 'B' and 'C category of stations. Bidders are required to quote a percentage of commission earned by them from the telecom service provider i.e. MTNL/BSNL, etc. which they will pay to the Railways subject to a minimum of 10% of the commission. The bids are evaluated by a Committee of Senior Officers on whose recommendations, the booths are allotted to the highest bidders.

Rail projects in Orissa

1986. SHRI B.J. PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways has been found slow in implementing projects, as per data furnished by the Ministry of Statistics and Programme Implementation;

(b) whether this has resulted in cost escalation;

(c) whether it is a fact that rail projects in Orissa are moving at a snail's pace and this in turn has been hampering the development of the State; and

(d) if so, action plan of the Government to speed up execution of these projects in the State?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BASANAGOUDA R. PATIL): (a) and (b) The progress report compiled by Ministry of Statistics and Programme Implementation mentions about cost and time overruns in railway projects. However, it is considered that cost and time overrun can only be calculated in those cases where the time schedule for completion of the project

with matching availability of resources can be planned and assured at the time of taking up of the project. In case of the Railway projects, the plan size is determined annually and as such, no estimation *pi* cost and time overrun is feasible. Moreover, Railways have a heavy throw-forward of ongoing projects requiring over Rs. 44000 crore for their completion. The resources are limited and projects are being progressed as per the availability of resources. There has been increase in cost of projects due to general escalation and in some cases due to upgradation of standards of construction in the intervening period.

(c) and (d) The works are being progressed as per the availability of resources. Railways have taken a number of initiatives to get additional resources from sources other than the normal budgetary support which would expedite the progress of the projects.

CSIR techniques

1987. SHRI R.P. GOENKA: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) what are the various technologies developed by CSIR in the last decade;

(b) how many of them have been patented/applied for patents during these years; and

(c) how many of them have been deployed commercially?

THE MINISTER OF STATE IN THE DEPARTMENT OF SCIENCE AND TECHNOLOGY IN THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI BACHI SINGH RAWAT): (a) CSIR has developed over 1500 technologies during the last decade (i.e. from 1993-1994 to 2002-2003) which are in the areas of Aerospace, Biology & Biotechnology, Chemicals, Drugs & Pharmaceuticals, Electronics and Instrumentation, Energy, Food & Food Processing, Housing and Construction, Leather, Machinery & Equipment and Minerals, Metals & Materials.